



STAFF REPORT

PLANNING & ZONING COMMISSION

Village Green Municipal Building, Council Chambers
47 Hall Street
Wednesday, February 13, 2019
7:00 P.M.

1. FINAL DEVELOPMENT PLAN

Applicant: Chris Bradley/The Camber Company
Location: 185 N. Liberty Street
Existing Zoning: Downtown Residence District (DR)
Request: To review a proposed single family subdivision consisting of 21 residential units on 5.38 acres.

Aerial Site Image: <https://goo.gl/maps/L4vYV5R2EwA2>

Project Background

The applicant is in contract to purchase the back half of the property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant. The proposal came before P&Z as a sketch plan on July 25, 2018 and as a preliminary plan review/zoning map amendment on October 10, 2018 (see staff reports below). The zoning map amendment was then taken to Council and given approval to change from Residence (R) to Downtown Resident (DR). Following that meeting, the applicant has worked with staff on the site layout and architecture details. They have refined the proposal and are submitting for a final development plan review.

Proposal Overview

The proposal remains the same; to construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50 feet wide by about 100 feet deep. The proposal is also providing a public road right-of-way of 50 feet that goes south with a 30 foot right-of-way for a future connection. The proposal shows an entry, and entry sign, into the site from Adventure Park Drive.

Changes Since the Last Submission

The applicant has made the following changes since the last submission:

- 1) The applicant has provided all materials for a final development plan review.
- 2) The stub road has moved over one lot to the west. This was done in agreement with the owner to the south to ensure future development would have a properly connected public roadway.
- 3) A revised landscape plan for the entire site has been provided.
 - a. The number of trees along the roadway have been thinned out and the cul-de-sac geometry has been changed to accommodate fire truck access.
 - b. The tree buffer between park and homes has been revised to follow the tree survey and preservation plan.
 - c. The stub road now has added landscape features.
- 4) The location of homes have been staggered.
- 5) As requested by P&Z, four-sided home designs have been submitted for the Final Development Plan with several design choices for P&Z review.
- 6) As requested, the 6(f) issue with State has been resolved to allow access to Adventure Park Drive before approval of the Final Development Plan. It has been determined by the State that no action is needed to allow access onto Adventure Park Drive.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(k), in approving a final development plan, the Planning and Zoning Commission shall adhere to the steps below:

Recommendation by the Planning and Zoning Commission. Within thirty (30) days after the Public Hearing on the final development plan the Planning and Zoning Commission shall recommend that the final development plan be approved as presented, approved with supplementary conditions, or disapproved, and shall transmit all papers constituting the record and the recommendations to Council.

Before making its recommendation, the Planning and Zoning Commission shall find that the facts submitted with the application and presented at the public hearing establish that:

(1) The proposed planned district development phase can be initiated within two (2) years of the date of approval and can be completed within five (5) years;

The project is a partnership between The Camber Company, the developer, and Romanelli and Hughes who will construct the units. This builder has done work within the City before and has proven to construct quality homes within a reasonable amount of time. Furthermore, the applicant has indicated to Staff that they would like to break ground as soon as plans are approved.

(2) The requirements of the Comprehensive Plan relative to the site at issue have been fulfilled; See sketch plan review below (P.9 of the Staff Report) for Comprehensive Plan consistency analysis.

(3) The streets proposed are suitable and adequate to carry the anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the planned district plan area;

The proposed streets are adequate for the type and amount of development proposed. Staff is pleased that the applicant worked with the owner to the south to determine appropriate locations for the stub road and bike path. These southern connections placed appropriately will be mutually beneficial to both parties and the City overall. This southward stub road will be an important piece to connect Depot Street north to Adventure Park Drive – which is recommend in the Keep Powell Moving Plan. The site does plan for a cul-de-sac, which we typically want to stay away from. However, with the option of two exists from the site and no connection across the tracks ever likely, a cul-de-sac is a legitimate addition.

(4) Proposed non-residential developments can be justified at the location and in the amounts proposed;

There is no non-residential development being proposed for the development.

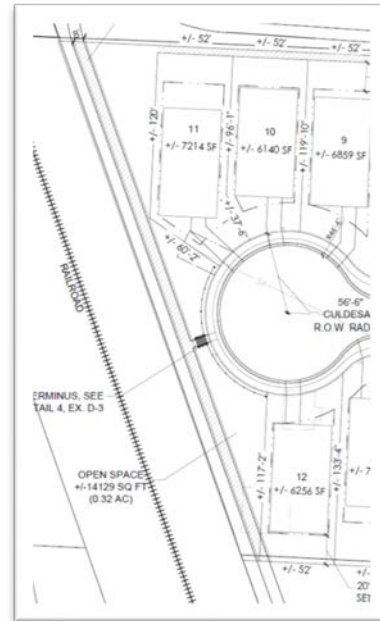
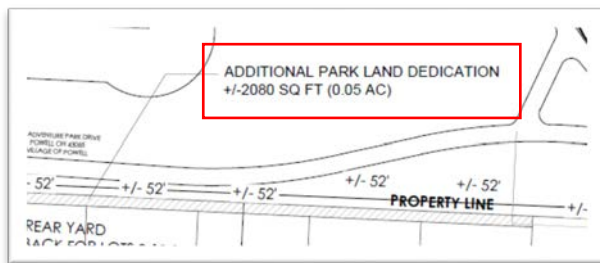
(5) Housing densities are warranted by amenities and conditions incorporated in the final development plan and are in accordance with these planned district development requirements;

The project is located in the Downtown Residence (DR) District which has a maximum density of seven dwelling units per acre. The Planning and Zoning Commission can set density bonuses of up to an additional two dwelling units per acre for development that includes the expansion and/or creation of public amenities such as streetscape improvements, public gathering spaces, park improvements, and other notable public amenities as determined by the Planning and Zoning Commission (1143.16.1(e)).

The applicant is proposing 21 units for a density of 3.9 units per acre. This is almost half of what is allowed, before density bonuses. Staff feels the density for this development is appropriate for the area and fits in nicely with the surrounding uses.

(6) Lands to be dedicated to public use are of acceptable and usable size, shape, and location;

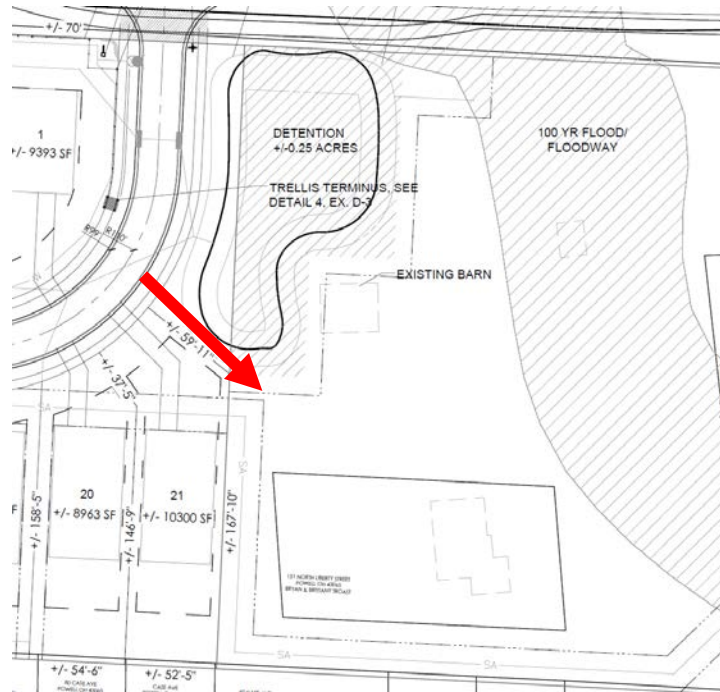
The applicant is dedicating the rear portion of the northern most homes to parkland as well as the bike path to the west of the site (see exhibit C-1). The location, size, and shape are all appropriate, but staff would like to see the west pathway called out as dedicated land on the plan similar to the northern portion of land. This will ensure that there is no confusion of what exactly is being dedicated.



The applicant has also dedicated the ROW for public use. The size of 50' was discussed at length with the Engineering and Development Departments and deemed appropriate for the use it would serve – a connector street.

(7) The area surrounding the development can be planned and zoned in coordination with and in substantial compatibility with the proposed development;

The proposal will not have a negative impact on planning or zoning surrounding lands. In actuality, once completed with the stub road, the proposal will help to plan the surrounding uses in a more complete way – by providing access. This is not only true for the parcel to the south but also for the parcel to the east. A common access drive (CAD) has been earmarked for possible future development of the site (see image below).



(8) The existing and proposed utility services are adequate for the population densities and uses proposed, and

Staff has not seen utility provider letters but is confident that the site will have adequate service for the amount and type of use proposed.

(9) Adequate provision has been made for the detention and channelization of surface drainage runoff.

The Engineering Department has reviewed the proposal, and at this preliminary stage they are content with what they have reviewed. As per usual, a detailed engineering review will follow approvals.

Staff Comments

The purpose of the Downtown Residence District is "to preserve, protect, and promote the village-scale residential environment through provision of village-scale housing opportunities on modest lots in the Downtown District." Staff feels that this proposal does just that – the homes are small in scale and on modest lots with interesting architecture that is in line with our Architectural Guidelines.

The applicant provided additional elevations for review that Staff finds to be appropriate in scale and design for the proposed location. Staff defers to the Architectural Advisors for further detailed review. Staff would add though that the applicant has contracted with Romanelli and Hughes to construct the units. This builder has done work within the City before and has proven to construct quality homes with good design.

Staff feels that the proposed development will have a positive impact on the historic downtown. More housing and people within walking distance of the downtown core will only add to the vibrancy of the city center. Also, a variety of housing choices is helpful to keep Powell residents local as they downsize from their homes. Lastly, the roadway with stub will be helpful to realize the vision of the Keep Powell Moving plan as it will create a connection between Adventure Park Drive and Depot Street.

Staff Recommendation

Staff recommends approval of the Final Development Plan and zoning map amendment with the following conditions:

- 1) All Engineering Department requirements are met.
- 2) The CAD for the property to the east is noted on the plan and plat.
- 3) Dedicated lands are noted on the plan and plat.
- 4) Being custom homes, detailed architectural selections (colors and materials) are reviewed by Staff before construction of the homes.

Preliminary Development Plan & Zoning Map Amendment – October 10, 2018

Project Background

The applicant is in contract to purchase the back half of the property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant. The proposal came before P&Z as a sketch plan on July 25, 2018 (see staff report below). Since that time the applicant has worked with staff on project details including access to Adventure Park Drive.

Proposal Overview

The proposal remains the same, to construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50 feet wide by about 100 feet deep. The proposal is also providing a public road right-of-way of 50 feet that also goes south with a 30 foot right-of-way for a future connection. The proposal shows an entry and entry sign into the site from Adventure Park Drive.

Changes Since the Last Submission

The applicant made the following changes since the last submission:

- 1) The applicant has provided all materials for a preliminary development plan review.
- 2) The bike path now goes along the west side of the site.
- 3) Stub road no longer shows street trees.
- 4) A detention basin and location are now shown.
- 5) Two elevations provided.
- 6) Conceptual landscape plan provided.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(g), in approving a preliminary development plan, the Planning and Zoning Commission shall consider:

(1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;

The applicant is requesting a zoning change from Residence District (R) to Downtown Residence District (DR). First, staff sees no issue with this request as it would require the applicant to provide architecture in line with Powell's historic guidelines – which leads to more refined and aesthetically pleasing design. Furthermore, the district change would help to expand the historic district boundaries, adding to the character of the downtown.

This question is answered with the assumption that the DR district request will be approved. Overall, this proposal is in line with DR district requirements. Specifically, this developments meets the purpose of the DR district: *...to preserve, protect, and promote the village-scale residential environment through provision of village-scale housing opportunities on modest lots in the Downtown District.* This proposal is village-scale with modest lots – shown in the site plan and renderings provided. Second, single family residences are a permitted use. Third, the proposed lots are a minimum of 50 feet and seem to be a depth of 100 feet but staff cannot be sure with no dimensions provided on the site plans. Although, if needed, staff sees no issue with reducing the lot depth to expand the greenspace around the site. Fourth, the density proposed is 3.9 units/acre, far less than the maximum of 7 units/area allowed by code. As for setbacks, the requirements are - Front: minimum 20 feet, maximum 25 feet, Side: 5 feet and Rear: 30 feet. Staff needs better dimensions on the plan to determine these dimensions. However, once again, staff is flexible with setbacks in order to ensure an overall well designed site plan and development. Lastly, the proposal meets the lot coverage (50%) and open space (20%) requirements. The proposal shows 50% or less lot coverage and 42.8% open space.

(2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;

The proposal is a lower density single family development that seems appropriate for the location and in the amount proposed. The density is low enough to not be a burden on the existing road network and surrounding uses.

(3) The relationships between uses, and between uses and public facilities, streets, and pathways;

The proposed development has a swimming pool to its north, residential to its east, future development to its south, and a train track to its west. The low-density single-family development geared towards empty-nesters and retirees should have a harmonious relationship to the existing uses. The proposal is also including a new stub road, sidewalks and paths through the development which should only add to the travel modes in the area – an overall benefit to the neighboring uses.

(4) Adequacy of provisions for traffic and circulation, and the geometry and characteristics of street and pathway systems;

The proposed streets are adequate for the type and amount of development proposed. Staff is also pleased that the applicant worked with the owner to the south to determine an appropriate location for the stub road and bike. These southern connections placed appropriately will be mutually beneficial to both parties and the city overall. This southward stub road is an important piece to connect Depot Street north to Adventure Park Drive – as recommend in the Keep Powell Moving Plan. The site does have a cul-de-sac that we typically want to stay away from but with the option of two exists from the site and no connection across the tracks ever likely, makes it a reasonable necessity.

(5) Adequacy of yard spaces and uses at the periphery of the development;

The proposal does a fine job of creating as much green space on site as possible. The location of the lots and house envelopes show that there is a great deal of greenery around the site.

(6) Adequacy of open spaces and natural preserves and their relationships to land use areas and public access ways;

The applicant is looking to donate the rear portions of the norther lots to the City as parkland, which would in turn, increase the open space on the site. Also, the applicant has created an open space buffer to the west of the site. These two open spaces will increase the amount of public access ways through the site and provide more than an adequate amount of open space.

(7) The order, or phases, in which the development will occur and the land uses and quantities to be developed at each phase;

No yet specified by the developer.

(8) Estimates of the time required to complete the development and its various phases;

No yet specified by the developer.

(9) Improvements to be made by the Municipality, if any, and their cost;

There are no physical improvements require bed by the City. The City is, however, helping the applicant get access onto Adventure Park Drive. As mentioned in the previous analysis, the park to the north is under a Section 6(f) restriction and any changes to the land requires a new agreement with the State. The City is facilitating these discussions in hopes to make this connection possible as it would not only help the development but the city overall with the additional of another connector street.

(10) The community cost of providing public services to the development, and

The City will obtain ownership of the roadway and its maintenance once this development is completed.

(11) Impacts of the development on surrounding or adjacent areas.

The proposed development will have a positive impact on the surrounding areas. It will add more life to the downtown area by adding more people within walking distance to the shops and restaurants. In addition, the future roadway connection this proposal helps to achieve will help alleviate some traffic congestion in the downtown area but creating an alternate travel route.

The Planning and Zoning Commission may require the staging of the planned development to minimize early stage major impacts on the community infrastructure and services systems, and may require the staging of land uses to be generally consistent with the phased development of supporting land uses and public services and facilities.

The Commission's approval in principle of the preliminary development plan shall be necessary before an applicant may submit a final development plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility."

Comprehensive Plan Consistency

See sketch plan review below for Comprehensive Plan consistency analysis.

Staff Comments

Staff feels that the proposed development will have a positive impact on the historic downtown. More housing and people within walking distance of the downtown core will only add to the vibrancy of the city center. Also, more housing choices is helpful to keep Powell residents local as they downsize from their homes. Lastly, the roadway with stub will be helpful to realize the vision of the Keep Powell Moving plan to create a connection between Adventure Park Drive and Depot Street.

The applicant provided two elevations for review that Staff finds to be appropriate in scale and design for the proposed location. Staff defers to the Architectural Advisors for further detailed review. Staff would add though that the applicant has contracted with Romanelli and Hughes to construct the units. This builder has done work within the City before and has proven to construct quality homes with good design.

Staff Recommendation

Staff recommends approval of the Preliminary Development Plan and zoning map amendment with the following conditions:

- 1) All Engineering Department comments are addressed.
- 2) The 6(f) issue with State is resolved to allow access to Adventure Park Drive before approval of the Final Development Plan.
- 3) Four-sided home designs are submitted for the Final Development Plan with the advisement to have several design choices for P&Z review.

Sketch Plan Review – July 25, 2018

Project Background

The applicant is in contract to purchase the back half of property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant.

Proposal Overview

The proposal is to construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50' wide by 100' deep. The proposal is also providing a public road right-of-way of 50 feet that also goes south for a future connection. The proposal shows an entry sign and entry into the site from Adventure Park Drive.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(a), the Commission shall review the Sketch Plan with the Owner and provide the Owner with comments during the meeting, it being understood that no statement by officials of the City shall be binding upon either. This submission is informal and for the purpose of establishing communication and discussing the concept for developing the tract. No formal action will be taken on the Sketch Plan.

Comprehensive Plan Consistency

In terms of the overall land use and items related to our Comprehensive Plan, this proposal has the ability to meet the general thoughts and ideas, but it needs a lot of work to get there. This property is zoned R, Residence District and has been zoned in this manner since the Village began having zoning. In fact, the current owners are the second generation of people who originally signed the petition to form the municipal government of Powell. Development of Powell has happened all around this acreage. Now that it appears to be time to consider development on this parcel, it makes sense to rezone the property to a category which makes sense for the owner and the community.

The property to the south is zoned DB, Downtown Business District and has historically been zoned this way since the Depot Street Antiques came to town in the 1970s. The current owner is a commercial real estate owner in the downtown, is part of the new Nocterra Brewery going in, and plans to develop his property as currently zoned. Other adjacent zoning includes DR, Downtown Residence District with the properties along Case Avenue. To the west is the CSX railroad, and to the north is Adventure Park. In terms of land use, single family residential fits this property and the overall densities of this neighborhood.

Our comprehensive plan anticipates the extension and connection of Depot Street from the south to Adventure Park. The proposed plan does allow for this connection to occur, but only in an indirect manner. Some thought on the part of the Commission needs to happen with this connection. Although Staff does see it as being a necessary thing to help relieve Scioto and Case from cut-through traffic (it provides an alternative) residents there have expressed concern and we also do want to keep speeds down, especially through a new residential/mixed use area. It would be nice to be able to plan this out together with both properties. Maybe this applicant and the owner to the south can sit down together to come up with a good effort on roadway design due to any land use proposal that they seek.

Staff Comments

There are several items that this developer will have to consider with the current design and layout of this proposed subdivision. They are as follows (in no particular order):

1. The City received a grant for the development of the park and with that we placed what is called a Section 6(f) restriction on it that means it can only be utilized for park purposes. The street connection takes some value away from that park. In order for a road connection to attach to Village Park Drive, additional park land has to be added from an adjacent parcel that has twice the value. We recommend a strip along the north side of the subject property be dedicated to the park for this purpose. There are many very nice oak trees within this area. The lots are deep enough and the street location can be adjusted to allow for this. Probably a 50 foot wide strip should do it.
2. Roadway alignments are going to have to be worked out.
3. Utilities are going to be a bit difficult. The sanitary sewer will need to be extended from a manhole along the south side of Village Park Drive and run west to this site. This will require approval of an easement by City Council. Water will need to come from a line that exists south of the swimming pool on the park property, also requiring an easement to be approved by City Council. Storm detention requirements are going to be south of where it is shown on the plans at a lower part of the property. It might be wise to work with the property owner to the east about making a pond on their property at the entrance to the subdivision which makes a nice amenity to this development, the park and that owner's property.
4. Planning should be done to provide the remnant parcel to the east an access point off of the new road, allowing the ability to place a common access driveway and possibly split that lot into two or three lots. Access cannot come from Liberty Road due to the extensive floodway there.
5. The buildings near the railroad are old pump houses when the Village had its own water system. Confirmation of proper closing of the well occurred or this will need to be verified prior to construction.
6. No housing designs have yet been brought forward. Staff recommends that the applicant come in with very specific housing types utilizing our Historic District Guidelines.

Staff Recommendation

The applicant take into account this information and work closely with Staff in preparation of the Preliminary Development Plan. Also, we recommend the applicant meet with the property owner to the south to coordinate development ideas.

2. ADMINISTRATIVE REVIEW

Applicant: SignAffects Ltd.
Location: 4448 Rupert Trail
Existing Zoning: Planned Residence District (PR)
Request: To review a sign plan for a model home site at the Carpenter's Mill subdivision off of Steitz Road.

Aerial Site Image: <https://goo.gl/maps/sf6oynPdU7G2>

Project Background

The property for Carpenter's Mill was annexed in 2017 and the zoning was approved for patio home lots. As work on the subdivision's model home is wrapping up, Pulte Homes would like to place signs near the home in order to advertise their residential project.

Proposal Overview

The applicant is requesting the approval of three signs for the subdivision's model home. The proposed signage is larger than what the city code currently allows, and one of the three is an off-premise sign placed on a Pulte-leased parcel.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(u), all plats, construction drawings, restrictive covenants and other necessary documents shall be submitted to the Zoning Administrator, to the Planning and Zoning Commission, and to the Council or to their designated technical advisors upon request for administrative review to assure substantial compliance with the final approved development plan.

Staff Comments

Staff feels that the two on-site signs are fine, but the off-premise sign is prohibited. Per Powell's Code of Ordinances, [Chapter 1151.05\(a\)\(3\)](#), all off-premises signs are prohibited.

Staff Recommendation

Staff recommends approval only for the two signs that are on-site.